

**BLATZ**  
THE STAR  
MILWAUKEE  
BEER.  
For Cask of 10 doz. Pints, \$25.  
SOLE AGENTS—  
H. PRICE & CO.

# Hongkong Daily Press.

ESTABLISHED 1857

"GRAND PRIX" PARIS 1900.  
The Highest Possible Award.  
**JOSEPH GILLOTT'S**  
PENS.  
Of Highest Quality, and having  
Greatest Durability are therefore  
CHEAPEST.  
The Only Award, Chicago, 1893.  
NUMBERS FOR USE BY BARREL PENS, 225, 226, 227,  
Slip Pens, 332, 333, 287, 166, 404, 700.  
In Fino, Medium, and Broad Points.  
The New Turned-up Point 1032.

No. 13,525 號伍十式百伍千壹萬壹第 日肆初月陸年柒十二緒光

HONGKONG, FRIDAY, JULY 19TH, 1901.

伍肆禮 號玖十月柒年壹零九千壹英港香 PRICE, \$2½ PER MONTH

## CHAMPAGNE.

JULES MUMM,  
A HIGH CLASS WINE.  
CASE PINTS, \$50.00 QUARTS, \$48.00

A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'  
FAMOUS  
KILMARNOCK WHISKY.  
This World-renowned  
Fine OLD HIGHLAND WHISKY,  
Sole Shippers—CUTLER, PALMER & CO.,  
obtainable in Hongkong of their Agents.  
SIEMSSSEN & CO.  
Hongkong, 1st January, 1901.

CUTLER, PALMER & CO.'S  
PRICE \$10.75 PER DOZEN  
NET

"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

### TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
4.30 p.m. to 5.30 p.m. Every 15 minutes.  
8.00 p.m. to 8.45 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. to 9.45 p.m. 9.45 to 11.15 p.m. every 1 hour.  
SUNDAYS.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Company's Offices, 38 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901.

VICTORIA CYCLE  
EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

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43 & 43a, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901.

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PORTLAND CEMENT.  
\$5.50 per Cask of 975 lbs. net ex Factory.  
\$3.30 per Bag of 250 lbs.

SHEWAN, TOMBES & CO.,  
General Managers.  
Hongkong, 1st June, 1901.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable products for Cold Storage at EAST POINT at Moderate Rates.

W.M. PARLAME,  
Manager.  
Hongkong, 17th February, 1899.

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AYALA CHAMPAGNE, EXTRA QUALITY.  
This is one of the most Popular Bands in London. Supplied to ALL the principal Clubs and Hotels.

PRICE... 2 Doz. Pints. 1 Doz. Quarts. \$42.00 \$40.00

ROUSSILLON CHAMPAGNE, RESERVE CUVEE.

The Favourite Brand in NAVAL and MILITARY Messes.

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"DRY ROYAL" SAUMUR.

A most delicious Sparkling wine and extremely moderate in price.

PRICE... 2 Doz. Pints. 1 Doz. Quarts. \$23.00 \$21.00

BUCHANAN'S WHISKY. "BLACK & WHITE" HOUSE OF COMMONS

This splendid and well-known Whisky has one of the Largest Sales in England and the Colonies. It is wonderfully MELLOW and WELL MATURED.

PRICE... For Doz. \$15.00 Special Rates to the Trade.

SOLE AGENTS for above—LANE, CRAWFORD & CO. [a38]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.

The following are some of their Stocks with the underlined.—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALM MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE

AQUARIUS.

A PURE, SPARKLING MINERAL TABLE WATER. TREBLE-DISTILLED WATER ONLY USED IN ITS MANUFACTURE.

AS A TABLE WATER TAKEN EITHER ALONE, OR WITH SYRUPS, MILK, WINES OR SPIRITS, "AQUARIUS" IS UNRIVALLED.

CALDBECK, MACGREGOR & CO.

SOLE AGENTS.

15, Queen's Road, Hongkong, 6th July, 1901.

[a40]

SCHLITZ BEER

WHOLESALE,

LIGHT,

TONIC, AND

REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,

66, QUEEN'S ROAD CENTRAL.

[a41]

THE VICTORIA DISPENSARY

HONG KONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE.

TONIC WATER.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

[a42]

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17, QUEEN'S ROAD, HONGKONG.

[a44]

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSSEN & CO.

a500 SOLE AGENTS.

PILSENER BEER

Per Case. Per Case.  
4 Doz. Quarts. 6 Doz. Pints.

LONG BOTTLE \$13.00 \$13.00

MÜNCHENER BEER 14.00 14.00

Apply to

G. GIRAUT.

BLACKBERRY BRANDY.

A delicious liqueur, and invaluable for diarrhoea and chills.

Per litre bottle ... \$2.25.  
" " " " 1.25.

H. PRICE & CO.

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HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

## PEAK HOTEL.

City Office: 7, Duddell Street. 1905

HOTEL CRAIGIEBURN.

PLUNKETT'S GAP, The PEAK, near the Tram Terminus.

Tel. 56. For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900. 1903

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA, Manager.

Hongkong, 1st December, 1899. 1902

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence.

The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, Proprietor.

Manager.

Hongkong, 8th September, 1900. 1903

"BOA VISTA" HOTEL, MACAO.

THE most healthy place in South China.

## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

IMPORTERS OF HIGH-CLASS

## SHERRIES.

Per doz.

B. SUPERIOR PALE DRY	Good	
Dinner Wine, Green Seal Capsule	\$10.80	
C. MANZANILLA PALE		
NATURAL SHERRY, White		
Capsule	12.00	
CC. SUPERIOR OLD PALE		
DRY, NATURAL SHERRY,		
Red Seal Capsule	12.00	
D. VERY SUPERIOR OLD PALE		
DRY, CHOICE OLD WINE,		
White Seal Capsule	14.40	
E. EXTRA SUPERIOR OLD		
PALE DRY, VERY FINEST		
QUALITY (Old Bottled), Black		
Seal Capsule	20.40	

B. C. and CC are excellent dinner Wines.  
D and E are after-dinner Wines of a very  
superior vintage. ALL ARE GUARAN-  
TEED PURE XERES WINES.

We guarantee our Wines and Spirits to be  
genuine only when bought direct from us  
in the Colony or from our authorised  
Agents at the Coast Ports.

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

DEATH.  
On the 12th July, at Tokyo, YASUABU  
WATANABE, Director of the Mitsui Bussan Kaisha,  
aged about 50 years.

The Daily Press.  
HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 19th July, 1901

THE statement made by the Brussels correspondent of the London Standard, to the effect that a syndicate of Belgian, French, and Russian capitalists is being formed for the purpose of constructing railways in China hardly sounds new, for, as a matter of belief, if not of actual fact, it is generally allowed that Russia and France have had a hand in the Belgian Railway Syndicate all along. That the capital of the syndicate will be one thousand million (1,000,000,000) francs is, however, a new fact that is worthy of note by all interested in the advancement of China commercially. It is clear that a great effort is being made by the Franco-Russian Alliance to secure a predominant voice in China by every means within their power. Politically Russia is striving with all her might to obtain complete ascendancy in Manchuria, and that she should be surrendering Talienshan and intends to make Vladivostock the terminus of the Trans-Siberian Railway, in no way indicates that these efforts are being relaxed. Talienshan is to be abandoned simply because it has disappointed expectations, and the selection of Vladivostock as the terminus of the great railway is no doubt a measure of precaution, so that communication may not be so readily closed with the coast by an enemy in case of hostilities. Moreover, it is known that these concessions to Chinese sentiment are to be paid for by other concessions, which will probably be found to possess substantial value. In the south and on the west, France is persistently pushing her supposed interests, by deciding to spend a vast sum in constructing a railway from Loo-kow in Indo-China to Yunnan-fu; by placing gunboats on the Canton and West Rivers; by seeking to establish French interests in Canton (including the opening of a Post Office there); and by endeavouring to develop trade at Kwanchuan. We do not say that these are not legitimate aspirations, so long as they are confined to the development of trade, but unfortunately there is always a suspicion of political motives lurking behind. Great Britain could have no possible objection to France developing a valuable trade with the southern provinces of China, but she must always regard with hostility any attempt

to secure political influence with a view to establishing a protectorate over Kwangtung. The British Government have never sought this for themselves, although the colony of Hongkong has grown up at the mouth of the Canton river and represents the toil and endeavour of more than half a century of successful trade and enterprise. It would be sheer folly on the part of France to seek to establish overlordship in Kwangtung, for this would mean the ruin of British trade in China, and would be resisted with all the might of British arms. Why, therefore, our French friends will persist in trying to reap where they have not sown is to us a source of wonder and perplexity. The same energy devoted to the development of Indo-China would probably, if accompanied by a liberal fiscal policy, result in the attainment of that colony of a high degree of prosperity. But the French Government, in their overwhelming anxiety to afford protection to French manufacturers, hedge trade about with such high tariffs that it suffers from inaction. The colonists suffer, the natives suffer, the Government does not gain, and foreign countries are estranged by this liberal policy. A large army and navy have to be maintained to protect a commerce which was blighted at its birth, and the home Government have to furnish funds to assist in carrying on the administration. Such is the result of the French Colonial policy, and it is not to be wondered at, therefore, that all their efforts to widen the area under the tricolour are regarded with an utter lack of sympathy if not with downright distrust or hostility.

It is to be feared that the movement now on foot to obtain rights for the construction of railways will be regarded with equal coldness and aloofness by other Powers. No one is desirous of seeing the colonies of France and Russia floating over any concession in China, on account of the selfish attempts made to secure monopolies by these Powers. So far as the actual benefits resulting from such concessions are concerned, no one need grudge any syndicate what they can get out of them, and it would matter little, perhaps, by whom the railways were made so long as they were introduced into the Central Kingdom. The main objection to these monopolies being obtained by the Powers named is the political account they would seek to make by it. If French and Russian capital is employed in this manner it will be the part of the other Treaty Powers to see that Chinese sovereign rights are respected, but it is obvious that the seeds of serious complications may easily be sown while these railways are being laid. The best thing, were it practicable, would of course be to lend China the money, and let her make her own railways, under foreign supervision. Foreign investors would not, however, consent to advance money for such a purpose upon such terms; therefore that proposal is not within the scope of practical politics. Perhaps the most satisfactory arrangement would be for the capitalists of all the Great Powers to meet and agree upon their plan of action, each undertaking the construction of some main line within their sphere of influence. This has been done to certain extent already. Russia is making the Manchurian Railways and contemplates connection between her own Central Asian Railway and the line to Peking; Germany is constructing those in Shantung; France is projecting one into Yunnan; none of which have been opposed by England. It should now be the turn of the latter to claim her right to lay a main line, and this should most certainly embrace the country lying between Hankow and Kowloon, via Canton—which we believe has been conceded to an Anglo-American Syndicate—and also any railways contemplated in the Yangtze Valley region.

Yesterday the British transport *Hinda*, the hospital ship *Carthage*, and the German gunboat *Iltis* arrived from Tsingtao, Calcutta and Tsinling respectively. The British transports *Claverley* and *Rajah* left for Calcutta.

Those of our readers who have a liking for turtle will have ample opportunity to-night to gratify their penchant at the Keween Hotel, where, as will be seen in another column, Mr. Osborne, the genial proprietor, will provide a turtle dinner, to be followed by a turtle tiffin on Saturday.

A Newchwang telegram of the 11th inst. from the N.Y. Daily News says:—Colonel Powell, who was arrested by the Russians between Moukden and Tieling in Manchuria, is very silent about his adventures. He leaves Newchwang to-day in the N.Y. K. ss. *Sendai Maru* for Nagasaki. The Russians deny that he was arrested.

Two fresh cases of plague and two deaths (Chinese) were reported during the 24 hours ending at noon yesterday. Mr. J. Meek, manager, Messrs. G. Falconer & Co., who was admitted to Kenedy Town Hospital about nine weeks ago suffering from plague, has now completely recovered, and will, we hear, be discharged to-day. Mr. Meek's attack was an exceptionally severe one, and left him very weak. It is only within the past week or so that he has been able to walk.

Lieut.-General Robert Stevenson Mosley, Bengal Staff Corps (retired), died at Ealing on the 16th ult., aged 74. He served in China and was present at the engagement of January 8, 1859, when the battery and village of Shekting were captured, for which services he received the medal.

The Sampan Bay affair, according to the *Universal Gazette*, has not been arranged by Viceoy Li Hung-chang with the representative of the Power which is credited with having designs upon the place. It is not yet known what are the so-called "arrangements," but it seems that Viceoy Li Hung-chang has recently wired to the Chekiang provincial authorities at Hangchow assuring them that "the acute part of the crisis had passed and that nothing unusual need be anticipated from foreign quarters."

M. Michelot, Inspector of the Banque de l'Inde-Chine, is in Shanghai. The *Echo de Chine* says that his visit to China is not solely concerned with the affairs of the Bank. M. Michelot is charged to Peking with a financial mission which is estimated, the *Echo* believes, with the definite adjunction of the indemnity claimed by the Peking-Hankow Railway Company, on account of the damage caused by the war to the works of the line. This financial mission is parallel to the technical mission with which the Chief Engineer Beauchamp is charged.

Ever since it has become known that the anticipated and desired Tsungli Yamen is to be abolished in favour of something on a more modern basis, says the N.C. Daily News, there have been many guesses as to who would be appointed as the first Presidents and Vice-Presidents of the new Ministry, a number of names having been off and on, tentatively published as prospective members of the new Foreign Office. The *Universal Gazette* publishes the latest prospective Presidents, namely, Wang Wen-shu, and Chu Hung-chih, President of the Board of Works.

A Calcutta telegram of the 4th inst. says:—"The Roman Catholic Archbishop Gesthaler died this morning. He had been ill for several weeks. He was a Count in his own right, and heir to immense wealth which he devoted unstintingly to Catholic objects, educational ones in particular. The cause of death was heart failure, during an acute attack of fever. The funeral takes place this evening at Moorhouse Cathedral." Archbishop Gesthaler, who was a Belgian Jesuit, was 70 years of age. His library was made of the finest in the East, and contained many rare and costly books.

The New York Tribune says:—"The Chinese in the United States are preparing an organised fight to obtain the absolute repeal of the Chinese Exclusion Act. A powerful organisation has been formed by Chinese merchants at New York, and the movement is expected to spread to the cities in which there is a large Chinese population. A memorial is to be presented to the next Congress asking for a repeal of the Act on the ground of fairplay; and as a sort of reciprocity in return for the opening of Chinese ports, and urging that Chinese immigrants shall be granted as good a footing as Japanese."

Writing to the Prince Minister of the Australian Commonwealth, General Gascoigne says that he cannot speak too strongly of the usefulness of the Australian naval contingents. The Victorians were the mainstay of the British garrison of Tientsin, and were practically the nucleus of the police force of the British concession, in which the maintenance of good order was of the utmost importance. They also did good service in the field during the Taiping expedition of October last. The New South Wales contingent has been more immediately under my eye at Peking, and it has been a source of great satisfaction to me to have had so efficient and reliable a force at headquarters." Sir Alfred adds that an excellent political effect has been produced by the appearance on so remote a stage as Japan of these fine contingents.

On the 9th inst. an enquiry was held on board H.M.S. *Terrible* into the death of a stoker named Robert Campbell, who was drowned whilst bathing from the ship's side in Kobe harbour on the previous day. (Campbell was not a swimmer, and was therefore not supposed to venture in unattended.) He did so, however, and had only taken a few strokes when he shouted for help. Another stoker named Plomer went to his assistance, but was unable to keep the drowning man up. Both were sinking, and the ship's boat arrived just in time to drag Plomer over the gunwale. He had retained hold of Campbell's ear, but the jerk when he was hauled out of the water caused him to loosen his hold, and Campbell at once sank. No trace of his body had been found when the last mail left Japan. Heart-failure is supposed to be responsible for the fatality.

Mr. Allan Maclean Skinner, C.M.G., late of the Straits Settlements Civil Service, and Consul for the Siamese States, died on the 15th ult. at his residence, Harlanside, Barton-fields, Canterbury, at the age of 55 years. He was born at Brighton in 1846, and was a son of Sir Allan Maclean Skinner, Q.C., Recorder of Windsor. He was called to the Bar in 1867, first appointed a cadet in the Straits Settlements service in 1868, passing through various grades and appointments in the Colony. He was a member of the Council of the Straits Settlements in 1881. He attained the rank of Resident Councillor of Penang in 1887, and that of Consul for the Siamese States of Kedah, Satud, Peles, Ghirki, Junk-Ceylon, Kepah, Ranung and Kra in the following year. In 1891 he received the C.M.G. for services rendered. Mr. Skinner retired January, 1897, and returned to England, since which time he has resided at Canterbury. He had been in delicate health for a long time, but the end came somewhat unexpectedly.

Mr. A. Lee Able, a member of the Chinese Reform Party, who has been at Trinity Hall, Cambridge, has taken his B.A. degree, and is about to return to Honolulu.

In Lower Laos a rebellion has broken out against the French authorities, arising from the imposition of the fresh taxation. The rebels mainly object to the poll-tax.

By order of the German Emperor, the squadron under the command of Prince Henry of Prussia has proceeded to Cadiz to meet the German ironclad division returning from China.

Lord Cranborne, in reply to a question in the House of Commons at the beginning of the month, said: "We are without detailed information regarding the character of the Tibetan Mission and have not addressed any communication to Russia on the subject."

Sir Thomas Lipton, it appears, is not averse to an ocean yacht race. The *New York Journal* on the 16th ult. published an interview with Sir Thomas, embled from London, on the proposed race. Sir Thomas says:—"I have heard nothing officially about the suggested ocean yacht race. I wish I had. Nothing would please me better than that after the Cup races, whether I won or lost, there should be an ocean race between the two *Shamrock*, *Collingwood*, *Constitution*, *Columbia*, and *Independence*. There could not be a better test of stability and seamanship. I would like a good prize to be offered for the winner of the race." Sir Thomas added that he had not decided yet whether *Shamrock* I should go across the Atlantic.

Major Ross, with Dr. Logan Taylor as his assistant, sailed from Liverpool on the 15th ult. for Freetown, the capital of Sierra Leone, where they will begin the work of exterminating mosquitoes, with the view of stamping out malarial fever. Major Ross's method is to place paraffin in pools of stagnant water, which are the mosquitoes' breeding place. The oil spreads over the surface of the water and stifles the larvae when they come to the surface to breathe. Dr. Taylor will work in the vicinity of Freetown, and Major Ross will go along the coast, arranging for the extension of the work. The funds for the expedition have been almost exclusively provided by Liverpool people and firms engaged in West African trading. One Glasgow man gave £1,000.

The delay of the cruiser *Cressy* at Portsmouth owing to a breakdown in her steering gear led to a curious experiment being made with non-inflammable wood. The *Cressy* is the first of our warships fitted with this material to hoist the permanent. She was commissioned on May 28, and short as their stay on the ship has been, the *Cressy*'s officers find that the chemicals in the non-inflammable wood works injury to their uniforms, especially the gold lace and more expensive parts. The cabin furniture is of the same wood, and clothing placed in the drawers receives injury. By way of investigating the truth of the complaint, the authorities have procured two chests of drawers, one made of non-inflammable wood, the other of ordinary timber. These have been filled with new clothing, locked and placed in a room in the Admiralty Superintendent's office in the dockyard. The Lords of the Admiralty will be shown them, but beyond that the drawers and their contents will stay in the office for a certain length of time; then they are to be opened, and a careful examination made of their contents.

There are a number of changes taking place in the personnel of the Korean Customs service, according to the *Ostasiatische Lloyd*. The Commissioner at Fusan, M. Laporte, a Frenchman, has been transferred from that port to Seoul. His successor will be Mr. Osborne, an Englishman. Mr. Chalmers goes as Acting Commissioner-General to Seoul. English diplomacy during the trouble with the Koreans has certainly gained the victory. It seems that the Commissioner-General, Mr. McLeary Brown, intends to leave Seoul in a very short time on long leave, from which he will not return to his post in Korea. It is reported there that a near relation of Sir Robert Hart will be successor to Mr. McLeary Brown. It cannot be denied that he is entitled to a great deal of praise for the work he has done in Korea, but on the other hand he has made a number of enemies through his unbending will at the Korean Court in Seoul. It now seems that the British are willing to comply with the old wish of the Korean Government by appointing someone else in Mr. Brown's place.

From an "unimpeachable source," the *Nagasaki Press* learns that General Gribski, the military governor of Blagoveshchensk and districts, committed suicide a few days ago as he was approaching that city on his return from St. Petersburg. General Gribski, it will be remembered, was in charge of Blagoveshchensk in August, 1900, when that city was attacked by Chinese bands from Aigun, who from the opposite side of the Amur fired on the Russian city. The presence in their midst of a large body of peaceful Chinese was regarded by the Russians as a grave peril, and instructions were issued from St. Petersburg. The now historic telegram "Fling Chinese across Amur" was wired from St. Petersburg, and, during the temporary absence of General Gribski, the message was literally interpreted by the Chief of Police, whose bloodthirsty Cossacks gathered the Chinese together, men, women, and children, to the number of nearly 5,000, and literally flung them into the water, none of the Chinese escaping. General Gribski was subsequently recalled to St. Petersburg to explain matters to his Imperial master, and there is reason to believe that he was returning to Blagoveshchensk in disgrace and so decided to take his own life.

Mr. P. A. Reutens has won the Championship of the Singapore Chess Club.

In the All England Lawn Tennis Championship final at the beginning of this month, A. W. Gore beat the holder, R. F. Doherty.

Six midshipmen and gunners have been gazetted as the first recipients of the Conspicuous Service Cross for services in South Africa.

Only Pius IX, the present Pope, and St. Peter are credited with twenty-five years in the Roman Pontificate. As a matter of fact, Pio Nono's twenty-fifth year does not strictly begin until 1902.

A dramatic *coup d'état* took place at Katmandu, Nepal, on the 26th June. The recently-installed Prime Minister was made prisoner at a school prize-distribution; and his brother, the Commander-in-Chief, has been declared Prime Minister, with the approval of the King, the army, and the people. The ex-Minister has been sent to an outlying district under guard.

Last Friday, at the British Supreme Court, Shanghai, judgment was delivered in the case of the Owner of the *Collingwood* v. the Owner of the *Skerryvore*. The Court held the *Skerryvore* solely to blame for the collision, and entered judgment against her bail. The cross petition against the *Collingwood* and the *Rocket* was dismissed with costs. Except in so far as it might be increased by the addition of the costs incurred by the *Rocket* there would be one set of costs.

At a meeting of the General Committee of the China Association in London last month the following resolution was unanimously passed:—"That this Association, having regard to the special expression of interest by His Majesty's Government, would view with regret theession of the Imperial Chinese Northern Railway to Russia, as injurious to British interests and prestige as tending to confirm and extend over North China the influence of a Power which is certain to discriminate against British shipping and commerce in territories under its control, and trusts that the endeavours of the Russian authorities to thwart its development by occupying land alleged to have been acquired by it on the north bank of the Piso will be firmly resisted.

Various rumours are current in Bangkok shipping circles as to what is likely to happen. It is said the *Bangkok Times*, that Mosar, Jardine, Matheson & Co are building a fleet of tea new vessels to be placed on the Hongkong-Bangkok run. Again, Messrs. Bradley & Co. are reported to be making additions to their fleet. Then two additional vessels are under construction for the Norddeutscher Lloyd. That Company has also purchased the *Maha Vaigraha* from the East Asiatic Company, and the latter is building two vessels to replace her. Then again, one M. Potal is receiving a subsidy to run a line of French steamers between Bangkok and Singapore. Lastly, it is stated that one of the Singapore Chinese firms engaged in the samotra is putting on an additional vessel. Altogether there would appear to be quite a boom imminent in Bangkok shipping.

The following appointments were made last month at the Admiralty:—Commander: R. Nugent, to the *Pembroke*, to date June 20, and to the *Abion*, on commissioning, to date June 25; E. B. Kiddie, to the *Abion* (N.), undated. Lieutenant: V. B. Molton (1st G.). A. De K. L. May (T.). J. Man, W. B. Drury, H. J. Tweedie, and H. L. Boyle, to the *Abion*, to date June 25; E. B. Kiddie, to the *Abion* (N.), undated. Midshipmen: H. M. Harrett; W. S. Haugreaves, R. Wiggleworth, E. J. F. Tisdall, W. U. H. Parry-Okefen, the Hon. E. R. Drummond, N. St. J. S. Nicholl-Carne, T. G. Carter, C. W. Craven, and R. Crosbie-Hill, to the *Abion*, to date June 25; S. Hopkins, H. P. Wilson, and R. B. Ramsay, to the *Abion*, undated. Fleet Engineer: H. J. Rampling, to the *Abion*, to date June 25. Engineers: A. E. Drought and A. G. V. Salter, to the *Abion*, to date June 25. Assistant Engineers: C. Wain, J. K. Kirwin, T. E. Hughes, and A. E. E. Raynor, to the *Abion*, to date June 25. Captain: W. W. Hewett, to the *Abion*, to date June 25. Commanders: H. W. Jones, to the *Algerine*,

## SUPREME COURT.

Thursday, 19th July.

## IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (ACTING CHIEF JUSTICE).

There were only three cases on the calendar—Lo Shing robbery by two or more persons; Lo Yew Koi alias Tai Li, inferring a forged will; Ho Kwai, (1) robbing and wounding; (2), wounding.

## SPECIAL SESSIONS TO BE HELD.

The Hon. H. E. Pollock, K.C., Acting Attorney-General, before the commencement of the Sessions, asked his Lordship to fix a day for the hearing of two cases pending at the Police Court under the Forgery Ordinance. One of the witnesses was a man holding an official position in the Namtu district of China. He was now in the colony, and if he went away it would be difficult to get him down here again, as he would be outside the jurisdiction of the Court.

His Lordship fixed Monday for the Special Sessions, subject to the cases on the calendar being finished.

## ROBING AND WOUNDING.

Ho Kwai was charged (1) with wounding one Lau On on the 10th May and robbing him of \$5.20, and (2) with wounding Lau On on the same date.

A plea of not guilty was tendered by the defendant.

The following jury was empanelled: Messrs. D. P. J. Lepos, F. X. de Rozario, F. Grosvenor, F. G. Churnett, W. S. Bailey, J. I. Andrew, and R. Pack.

The Acting Attorney-General, in detailing the circumstances of the case, said that on the 10th May the prosecutor, a flower-gardener out of employment, went to the Sui Kit opium diwan, situated in a side lane of Queen's Road West. After smoking some opium he left the diwan and went out into the lane. Here he met two men, one of whom ran up and put his arm round the prosecutor, while the other man, who was known to the prosecutor by sight and who was the prisoner in the dock, put his hand into the prosecutor's pocket and pulled out a package containing \$5.20. The prosecutor tried to snatch the package from the prisoner, whom he caught by the arms. The prisoner thereupon stabbed the prosecutor in the left, inflicting a rather serious injury. The prosecutor fell to the ground, and his two assailants ran away. Recovering slightly, the injured man got into a ricksha and drove to No. 7 Police Station, where he made a report. The evidence of the opium diwan keeper showed that the prisoner and the other man were in the diwan on the same night as the prosecutor, and that they left together. The story told by the prisoner at the Police Court in answer to the charge was that he had the prosecutor's hand to go out together "to make money." On the night in question the prisoner alleged that the prosecutor guarded him in the opium diwan about some money. They went down into the street together, and the prosecutor then asked the prisoner for two dollars. The prisoner had no money, and, according to his story, was then and then assaulted by the prosecutor. The prisoner picked up a piece of wood to defend himself, and struck the prosecutor with it, not knowing there was a nail in the wood.

Evidence was then led. Dr. Bell's statement was to the effect that the wound in the prosecutor's hip was a jagged one four inches deep and from a half to three-quarters of an inch broad at the surface. The wound had been inflicted by a sharp instrument like a penknife.

The prisoner's defense was similar to that which he made at the Police Court. The prosecutor was a thief, and had tried to get him to steal. When he struck the prosecutor, he did not know there was a nail in the wood.

The jury retired to consider their verdict, and returned after an absence of five minutes. The foreman said they had found the prisoner not guilty on the first count and guilty on the second, adding a rider to the effect that he had acted under provocation, and did not mean to inflict such a severe injury.

In passing sentence of four months' hard labour, his Lordship said it was known that there were previous convictions against the prisoner, but that the Attorney-General did not desire to press these. The fact of their existence was mentioned just to show the prisoner that he was known.

## ROBBERY.

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The jury was the same as that in the previous case.

The Acting Attorney-General said the prosecutor was the master of a grocer's shop at Kwai Chung, near Laishikou. On the 7th June in the early morning, he was awakened by a knocking at the door, which, on being opened by the prosecutor, disclosed four men standing outside. One of the men covered the prosecutor's eyes with his hands and another put sand into his mouth. Sand was also rubbed on the prosecutor's eyes; he was then blindfolded and bound to the bed. After a time he succeeded in getting the latches partly from his eyes and saw the four men plundering the matched. They stole money and clothing to the value of between fourteen and fifteen dollars, and made off in their boat. The prosecutor's shouts attracted the notice of a neighbour, who released him from his bonds. The prosecutor then got into a fishing junk and made his way to Yantau, where he reported the robbery to Constable Wild. The prisoner was arrested in the street early next morning, and, besides carrying a bundle containing part of the stolen property, was wearing at the time clothes which the prosecutor recognised as his.

Evidence was heard, and the jury unanimously found the prisoner guilty. He was sentenced to seven years' hard labour and twenty birch strokes, to be administered at the discretion of the gaol authorities.

The forged will case comes on for trial this morning.

A Berlin dispatch states that one of the best-known preachers in Berlin has been dismissed by the Kaiser for preaching long sermons. He was one of the pastors in the garrison church. The Kaiser attended this church, and, after listening to a three-quarter-of-an-hour sermon, sent his aide-de-camp to say that the sermon was too long and must be curtailed to a quarter of an hour. On the next Sunday the sermon was no shorter, and his Majesty gave instructions to have the pastor removed to another sphere of activity. Have we the same affliction in Hong Kong?

## A QUESTION OF PAYING WAGES.

M. Cunha, a clerk, charged a coolie with disorderly conduct.

Complainant said he found defendant inside his house; when asked what he wanted, he said money. He was a house cooler formerly, and had wages due him, but complainant refused to pay him as the work performed by defendant had not been satisfactory. He told defendant to go out of the house, and gave him a push. Defendant then picked up a stone

## ROYAL HONGKONG GOLF CLUB.

## QUARTERLY MEETING.

## MACEWEN CUP: HOKEY CUP: POOL.

Although entries were up to the average, it is to be regretted that very few cards were returned. If members would make a point of always handing their scores in, the handicapping committee's task would be made much simpler.

The winner of the MacEwen Cup in his second round succeeded in breaking the 9 hole record of the course in medal play. The score was made up as follows:—4, 5, 4, 4, 4, 4, 3—36.

## MACEWEN CUP.

Mr. C. M. G. Burnie ..... 79 3 76

Capt. R. M. Ramsey, R.N. .... 98 11 87

14 entries.

## HOKEY CUP.

Mr. C. M. G. Burnie ... rec. 2 strokes 5 down

Capt. M. Ramsey, R.N. .... 6 " 8 "

14 entries.

## POOL.

Mr. C. M. G. Burnie ..... 79 3 76

Mr. S. Sweeting ..... 103 18 85

10 entries.

and struck himself on the head with it and created a noise. He was given in charge.

Defendant stated that he was engaged by complainant as a coolie at \$3 per month on the 5th ult. On the 5th of this month he was asked for his wages and was paid off till the 10th. On the 10th, asking again, he was told to wait till the 15th. When he failed to receive his wages on the 15th he stopped working. Last night when he went to complainant's house to ask for his hard-earned money, complainant struck him over the head with a stick.

His Worship said he could not believe that defendant took a stone and struck his own forehead with it. It was not plausible at all. He told defendant he was discharged, and if complainant did not pay him his wages he should summon him.

## BRITISH NORTH BORNEO.

The trade returns of British North Borneo give the following results:

Imports	Exports
\$3,178,929.29	\$3,621,39
1899 ... 2,456,993.06	3,433,569.33
Increase, \$721,930.33	Decrease, \$102,938.94

The improvements going on in the territory resulted in a large increase in the importation of materials for telegraphs and railways. In exports there were heavy increases under the heads of guutta percha and timber. Several important export staples show a falling off, thus noted in the official customs report.—The decrease in each is regrettable owing to the fluctuation of "home" prices.

The decrease in camphor is also regrettable, but it cannot mean that this product is in any way worked out as all other jungle products have substantial increases. Coffee, as in many other adjacent countries, seems to have seen its days. It is to be hoped for the sake of those now engaged in this production that good times may again come round. The collection of seed palms seems to have fallen off considerably. Tragically the exports generally, it may be said that the decrease is mainly due to an agricultural product (teach) that is most liable to fluctuation.

## GUNNERY ON THE "TERRIBLE."

The cruiser *Terrible* completed her prize-firing on Thursday last, having made 101 hits in 128 rounds with her 6-inch quick-firing guns, or a score of 81.2 per cent., which is a record for this class of gun, says the *Naval and Military Record*. When in command of the cruiser *Seydlitz* Captain Percy Scott astonished the gunnery world with a score of 89 per cent., but the *Seydlitz* has six 4.7-inch guns, the best hitting weapon, and only two 6-inch guns. Later, when he went to China in the *Terrible*, that ship made the best target practice on the station, and now she has beaten her own performance of last year. Indifferent gunnery has invariably been ascribed to want of sufficient practice by the gunners, but the experience of the *Seydlitz* and the *Terrible* does not support this suggestion. These two ships stand out prominently because they have produced phenomenal results. Why? The answer is an open secret. The *Terrible* is not the best shooting ship in the service because she has the best guns or the steadiest platform, nor because her gun crews were specially selected. The explanation is to be found in the recognition of the fact that if the guns cannot hit the target both ship and guns are tickling symbols, signifying nothing.

By a coincidence the day after the news of the *Terrible's* successful performance reached England, Commander J. E. Drummond, the gunnery lieutenant of the ship, promoted out of the ship for services in South Africa and China, arrived in this country. It will be remembered that in the final attack on Pieter's Hill, which opened the way to Ladysmith, General Buller asked for heavier artillery and 6-inch 7-ton quick-firing guns was landed from the *Terrible*, and on a Scott mounting, was sent to the front under Lieut. Drummond. This was the heaviest piece of ordnance used in South Africa, and the way in which Lieut. Drummond and his men handled it evoked special mention of the officer, who has since been promoted, in General Buller's despatches, for the heavy liability it posed into the enemy's camp was an important factor in the attack. When news of the disturbance in North China reached Hongkong steps were taken on board the *Terrible* to mount 12-pounder guns, and on the arrival of the ship at Taku these guns were at once taken by Lieut. Drummond to Tientsin, where there is no doubt they materially assisted in saving the garrison. Later on Lieut. Drummond was the only officer who took guns of this calibre to Peking.

Commander Drummond, to give him his present title, has added greatly to his reputation in brilliant war service by raising the gunnery of the *Terrible* to its present high state of efficiency, and there is reason to believe that even if he had not served in the field with such conspicuous gallantry, the devotion he has shown to his special branch of the service in producing the best-shooting results of the world would have won for him promotion. Only 27 years of age, Commander Drummond has the unique distinction of having within one year taken naval guns to Ladysmith and Peking, and having on both occasions played a leading part in the solution of difficult problems. To these achievements must be added the formation of a corps d'elite of naval gunners, who cannot easily be beaten. He has used his opportunities wisely and well, and he has only now to live to become eventually an admiral of the fleet.

## MRS. BOTHAS INTERVIEW WITH EX-PRESIDENT KRUGER.

The following account of the interview between Mrs. Botha and ex-President Kruger was telegraphed on the 17th ult. by the Amsterdam correspondent of the *Express*:

When Mr. Botha came into the presence of Oom Paul, one of the very first inquiries the latter made was, "How is Mrs. Kruger?" Upon being set at rest on that score, for Mrs. Botha told him that his wife was all right and well looked after by the British authorities, he said he was prepared to hear her story.

This she told him in her own way, Kruger refraining from interruptions. As she got on with the story of the Boer condition, as told to her by her husband, she became so overcome by her emotions that she burst into tears, and was obliged temporarily to stop the narrative. She has convinced Mr. Kruger that the Boer cause is as good as played out. Her story has given him a more accurate account of the actual condition of things than he ever had before, because his entourage have carefully kept back facts from him which were detrimental to the Boer cause, and magnified others which were in their favour.

At one point in Mrs. Botha's story where she touched on the miseries which the Boer women and children following the commandos suffer, her voice shook with emotion, and then a tear rolled down Mr. Kruger's cheek.

When she left he shook her hand heartily, and thanked her again and again for what she had done.

A QUESTION OF PAYING WAGES.

M. Cunha, a clerk, charged a coolie with disorderly conduct.

Complainant said he found defendant inside his house; when asked what he wanted, he said money. He was a house cooler formerly, and had wages due him, but complainant refused to pay him as the work performed by defendant had not been satisfactory. He told defendant to go out of the house, and gave him a push. Defendant then picked up a stone

## BRITISH INTERESTS IN CHINA.

## DEPUTATION TO THE FOREIGN OFFICE.

A deputation of representatives of the Association of Chambers of Commerce of the United Kingdom attended at the Foreign Office on the 11th ult. for the purpose of laying their views in the matter of British commercial interests in China before the Secretary of State for Foreign Affairs. Lord Lansdowne was, however, unable to receive the deputation owing to illness, and his place was taken by Lord Cranborne, Under-Secretary for Foreign Affairs, who was accompanied by the Hon. F. Bartle, Assistant Under-Secretary, and Mr. F. A. Campbell, head of the China Department of the Foreign Office.

Mr. W. H. Holland, M.P., introduced the deputation, which included Mr. Joseph Walton, M.P.; Dr. Farquharson, M.P.; Mr. Brigg, M.P.; Colonel Pitt-Rivers, P.M.; Mr. Emmott, M.P.; Sir John Colborn, M.P.; Sir W. Brampton Gordon, M.P.; Mr. Ware, M.P.; Sir J. Lowe, M.P.; Mr. Charles McArthur, M.P.; Mr. Henry Norman, M.P.; Sir A. Hayter, M.P.; Mr. Harwood, M.P., and the following members of the Chamber:—Sir E. H. Caribb, M.P.; Mr. J. W. Smithies, Mr. J. Grotian, Mr. Hancock, M.P.; Mr. Steele; Mr. Firth (Halifax); and Mr. E. Britain (Sheffield).

(1) That all *letkin* be absolutely abolished.

(2) That a proportion should be handed over to the Provincial Exchequer to make good their loss of revenue by the abolition of *letkin*.

(3) That a further sum should be allocated for the adequate payment of Chinese officials, in order to prevent the necessity for their appropriation of revenues passing through their hands.

(4) The complete opening of the inland waterways of China to foreign trade.

(5) The allocation of a certain portion of the increased revenue to be applied by International Consistency Boards in removing obstructions to navigation in the great internal waterways of China and the deepening of the Taku and Woosung bars.

(6) That the same import duties shall be charged on goods passed over the land frontier of China as are from time to time charged on imports by sea.

The next question was the question of the railway concessions. Of the concessions granted for the construction by British subjects of railways to the extent of 2,500 miles, no single concession had been finally ratified or the work of construction begun; whilst, on the other hand, Russia, Germany, Belgium and France were, even in the midst of the present crisis, busily engaged in occupying China by railway. It was stipulated that the whole of the material and rolling-stock in connection with these railways should be drawn from the countries of the respective concessionaries, to the entire exclusion of British producers and manufacturers.

Having regard to the fact that this country opened China to trade, and fought, at least two wars to maintain her trade rights, that condition of affairs was very unsatisfactory. There was no question that the investors had confidence in Chinese railway enterprises, as could be judged by the fact that when the loan of £2,300,000 for the Northern Chinese Railway was put on the market no less than £12,000,000 sterling was offered by the public.

At the present moment Russia remained in possession of that portion of the Chinese railway north of the Great Wall, the line from Shanghai to Newchwang, although on no ground of military exigency could the retention of the railway be deemed necessary.

&lt;p

## NEW ADVERTISEMENTS

FOWLOON HOTEL.

TURTLE DINNER AND TIFFIN.

M R. J. H. DOWNES, of the Kowloon Hotel, begs to intimate to the Patrons and Families that a TURTLE DINNER will be served at the said Hotel TO-NIGHT (the 19th inst.), and also a TIFFIN TO-MORROW.

By applying after 5 p.m. To-day, Families who cannot attend at the Hotel can be supplied with SOUP, STEAKS, and CUTLETS.

Hongkong, 18th July, 1901. [1820]

WREXHAM! WREXHAM! WREXHAM!

THE only ENGLISH LAGER BEER

in the Colony. Give it a trial and you will drink no other.

RITCHIE &amp; CO.

No. 33, Des Voeux Road.

Hongkong, 19th July, 1901. [1832]

STAMPS.

TO EXCHANGE MALAY STATES

STAMPS FOR HONGKONG.

Apply to—

A. ANDREE,

No. 11, High Street, Kadoorie

Straits Settlements.

Hongkong, 19th July, 1901. [1846]

TO LTD.

A FURNISHED BEDROOM in good

locality with Board in an English

family, suitable for a Young Gentleman.

Apply by letter to

BOX 52,

Cars of Office of this Paper.

Hongkong, 19th July, 1901. [1847]

THE HONGKONG ICE COMPANY

LIMITED.

NOTICE.

IN accordance with the provisions of No. 104 of the Articles of Association, the General Manager has this Day declared an Interim Dividend for the Half-year ended 30th June, 1901, of Four Dollars per Share.

DIVIDEND WARRANTS, payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, will be issued to Shareholders on MONDAY, the 29th July.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 29th instant, both days inclusive.

JARDINE, MATHESON &amp; CO.,

General Managers.

Hongkong, 19th July, 1901. [1848]

THE TEBAU PLANTING COMPANY

LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that the FIFTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the Company's Office, 38 &amp; 39 Queen's Road, Central, on TUESDAY, the 30th July, 1901, at NOON, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts, for the period ending 30th April, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st July to the 6th August inclusive.

JOHN D. HUMPHREYS &amp; SON,

General Managers.

Hongkong, 19th July, 1901. [1849]

DOUGLAS STEAMSHIP COMPANY

LIMITED.

FOR SWATOW, HOIHOW AND

HALIPHONG.

THE Company's Steamship

"HAILOONG".

Captain Bathurst, will be despatched for the above port TO-DAY, the 19th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK &amp; CO.,

General Managers.

Hongkong, 18th July, 1901. [1850]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"COROMANDEL"

FROM BOMBAY, COLOMBO AND

STRATOS.

Consignees of Cargo by the above-named vessels are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo:—

From London, &amp;c., ex s.s. Australia and

Plaza.

From Australia, ex s.s. Arcadia and

Australia.

From Persian Gulf, ex s.s. B. I. S. N. and

B. &amp; P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 18th July, 1901. [1851]

THE HONGKONG WEEKLY PRESS will

be ready to-morrow and will contain:—

Leading Articles:—

The Withdrawal from the North.

The Foreign Office and the Far East.

The Plague in Hongkong.

The Crisis: Telegrams.

Hongkong Legislative Council.

Hongkong General Chamber of Commerce.

A Mysterious Affair.

Report of the Inspector of Schools.

Singapore Criticism of Hongkong Municipal Affairs.

Canton.

Macao.

Tientsin.

Manila.

Sandakan Notes.

Philippines under Civil Rule.

United Asbestos Oriental Agency.

Supreme Court.

Hongkong Cricket Festival, 1901.

Shooting Match at Kowloon.

Hongkong and Port News.

Subscription, \$1 per Annum, payable in advance; postage, 32c.

Extra copies 30 cents each (cash).

Copies can be posted from the Office to addresses sent; including postage, 34 cents each, or \$1 for three copies (cash).

Hongkong, 19th July, 1901.

## NEW ADVERTISEMENTS

FOR SHANGHAI, YOKOHAMA, KOBE, AND TSINGTAU.

THE H.A.L. Steamship

"SITHONIA."

Captain Baumester, will be despatched for the above ports TO-DAY, the 19th inst., at NOON.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 18th July, 1901. [1852]

FROM HAMBURG, ANTWERPEN,

PENANG AND SINGAPORE.

Hongkong, 19th July, 1901.

THE H.A.L. Steamship

"SITHONIA."

Captain Baumester, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to make immediate delivery of their Goods from alongside.

This steamer brought also the Hongkong Cargo ex the H.A.L. s.s. Aragonia from New York, which cargo was transhipped at Singapore.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON,

TO-DAY.

Any cargo impeding her discharge will be loaded into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 18th July, 1901. [1854]

THE H.A.L. Steamship

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THE H.A.L. Steamship

"SITHONIA."

Captain Baumester, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to make immediate delivery of their Goods from alongside.

This steamer brought also the Hongkong Cargo ex the H.A.L. s.s. Aragonia from New York, which cargo was transhipped at Singapore.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON,

TO-DAY.

Any cargo impeding her discharge will be loaded into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 18th July, 1901. [1854]

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## TO LET.

## TO LET.

OFFICE with VERANDA attached,  
No. 12, QUEEN'S ROAD CENTRAL.  
Apply to—  
HEUERMANN, HERBST & CO.  
Hongkong, 9th July, 1901. [1731]

## TO LET.

N. 8A, QUEEN'S ROAD CENTRAL.  
Apply to—  
KWONG-CHEONG WO.,  
No. 239 Des Voeux Road.  
Hongkong, 9th July, 1901. [1733]

## TO LET.

"SIMLA HOUSE," MACDONNELL  
S ROAD (above Dr. Gorham's Resi-  
dence). A FLAT of FOUR ROOMS,  
TWO BATH-ROOMS, COOK-HOUSE,  
SERVANTS' QUARTERS, STORE-  
ROOM, &c., commanding full view of the  
Harbour. APPLY WITHIN.  
Hongkong, 13th July, 1901. [1738]

## TO LET.

OFFICES in BEACONSFIELD ACADE-  
SMALL GODOWN in DUDDELL STREET.  
For Particulars, apply to—  
R. C. WILCOX.  
Hongkong, 16th July, 1901. [1784]

## TO LET.

N. 6, WEST TERRACE; ONE EURO-  
PEAN HOUSE, consisting of TWO  
FLOORS, in a respectable locality. Rent  
incidental. Apply to—  
KWONG WING SANG,  
No. 182, Queen's Road Central.  
Hongkong, 17th July, 1901. [1800]

## TO LET.

N. 1, STEWART TERRACE, the  
PEAK.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LTD.  
Hongkong, 17th July, 1901. [1799]

## TO LET.

GODOWN, N. 5A, DUDDELL STREET.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LTD.  
Hongkong, 18th July, 1901. [1692]

## TO LET.

A HOUSE in BYRON TERRACE.  
"FAIRVIEW," Kowloon  
"THE RETREAT," MOUNT KELLETT.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 13th July, 1901. [1685]

## TO LET.

ROOMS or OFFICES, with SERVANTS'  
QUARTERS, in FIRST FLOOR, N. 6,  
ICE HOUSE LANE.  
A. RUMJAHN.  
Hongkong, 4th July, 1901. [1685]

## TO LET.

POSSESSION, AUGUST 1ST.  
THE GODOWN in WEST POINT  
(Kowloon Town) known as Feather  
Factor, now occupied by the Hongkong and  
Kowloon Wharf and Godown Co., Ltd.  
For particulars, apply to—  
LAUTS, WEGENER & CO.  
Hongkong, 9th July, 1901. [1730]

## TO LET SHORTLY.

SHOPS, OFFICES and FLATS, DES  
VEUX ROAD CENTRAL (Opposite Lane,  
Crawford & Co.).  
Apply to—

HUMPHREYS ESTATE AND  
FINANCE CO., LIMITED.  
Hongkong, 12th July, 1901. [1834]

## TO LET.

IMMEDIATE POSSESSION.  
3 LARGE and WELL-VENTILATED  
ROOMS, with BATHROOM and VERAN-  
DAH, N. 37, CAINE ROAD.  
Apply to—  
R. J. REMEDIOS,  
Mercantile Bank.  
Hongkong, 11th July 1901. [1755]

BOARD AND RESIDENCE.  
M. S. GILLANDER'S  
"GLENWOOD."  
21, CAINE ROAD.  
Hongkong, 29th September, 1900. [1889]

BOARD AND RESIDENCE.  
COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to MR. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1892. [1782]

BOARD AND RESIDENCE.  
MRS. SIDNEY JEFFREY,  
"VERITAS,"  
BEACH ROAD WEST,  
FELIXSTOWE, SUFFOLK,  
ENGLAND.  
Hongkong, 28th August, 1900. [1783]

DANG CHEE, SON & CO.,  
IMPORT and EXPORT MERCHANTS,  
6, D'AGUILAR STREET.  
BRANCH—N.S.W. AUSTRALIA.  
Hongkong, 2nd July, 1901. [1764]

SIE NTING.  
SURGEON DENTIST.  
NO. 10, D'AGUILAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1891. [1832]

(Continued from page 3.)

system of *leku* was not the only objection. Any person who could firmly fix the amount of the taxes would deserve the hearty thanks of the Chambers. Another thing was that it was desirable to open up the interior of the country. The internal waterways were almost thrown open to our trade in 1898, but the privileged then granted had been hampered with so many restrictions as to become of almost no value. If it could be arranged that small steamers should really be allowed to navigate the rivers and canals, a great increase of trade might be looked for.

Mr. C. McARTHUR, M.P. (Liverpool), said he heartily endorsed all that had been advanced that day, but he would remind them that it was necessary to draw a distinction between the theoretical and the practical. He was entirely at one with the Government as to the policy in China. The Chamber of Liverpool recommended that in China we should have a Minister of the first rank, with full powers, and able to act on the spot. (Hear, hear.) As to the railways, there was no falling off in the public interest, but other countries got their Governments back them, and we did not. The speaker, in conclusion, advocated the abolition of *leku* and the means of getting there. There are a number of other matters of which I made note, but which I do not propose to go through. Among others there was the question of the enormous population and the great wealth of China that took that country to supply markets for England. It is contended it was very desirable some definite conclusion should be arrived at. He advocated a more equitable dealing with the waterways of China, and suggested that the British share of the indemnity might take the form of making the cities and towns on the waterways open ports. He hoped and believed the result of the deputation would be the revival of the China trade.

Mr. C. E. HOMHOUSE, M.P. (Bristol), also addressed Lord Cranborne.

**VISCOUNT CRANBORNE'S REPLY.**

Lord CRANBORNE, in reply, said: My first duty is to express Lord Lansdowne's profound disappointment that he is unable to meet the deputation. Lord Lansdowne is confined not only to his house but to his bed, and he has charged me most earnestly to express to you his excuse and apologies. With regard to what has been said by this very important deputation, I think I have realised, perhaps rightly, the spirit in which you have attended here. It is rather that the members of the deputation should inform the Government than that the Government should inform the members of the deputation. (Laughter.) The most encouraging feature is the unanimous character of the opinion which prevails in England now upon this question. Practically we may say that all parties in Parliament are agreed, and that all parties in the country are agreed, as to what the main outlines of the policy should be, and I am glad to think and to know that in its main outlines I do not say in all details—His Majesty's Government are in accord upon all the principles which have been expressed by the deputation. With reference to the commercial aspect of the Chinese question, His Majesty's Government are agreed as to its great importance. Yesterday I was asked a question in Parliament on the subject of trade in China, and I then stated, what I now venture to repeat, that the furtherance of British commercial interests in China must in the first instance depend upon the enterprise of our traders. There is no getting out of that. In the first instance, it must be the traders themselves who must promote trade in China. One of the speakers has discussed the question whether it is or is not the fact that British traders have lost some of the enterprise which used to characterise them. Of course I am not in a position to pronounce an opinion upon that, but I think that in approaching this Chinese question we must realise that a certain amount of risk was incurred, and unless our traders are prepared to take it there is no doubt that the foreigner will succeed. The duty of the Government is to secure for the traders a full opportunity to promote their trade; and I think I may say without any boasting that they have within the last few months achieved some results. Let us take the railway question and the work of the last few years. First of all, there is the agreement between Great Britain and Russia which reserves to ourselves a very large area of China for railway enterprise. Of course a very large district is reserved to Russia. And the same spirit was evinced in the Anglo-German understanding, to which I think Mr. Walton referred; and quite recently the successful efforts which His Majesty's Government have made to recover for British shareholders control over a very large part of the northern railways of China were used in the same spirit. We quite recognise that there is a large portion of the railways which is part of the security of the shareholders, and our efforts are always directed, and will be directed, towards our recovering the same control of the northern portion as we have in the southern portion. The same spirit, I think has characterised the police of the Government with regard to commerce. One or two speakers have spoken of the negotiations for the payment of the indemnity, and, of course, it is an open secret that a certain number of the European Powers have desired to obtain it by raising the Maritime Customs to 10 per cent. *ad valorem*. It is well known that His Majesty's Government have resisted that, and I may say successfully resisted it. (Hear, hear.) Mr. Walton said that he would like information on a great number of details, which perhaps this would not be a very good opportunity for furnishing that information. He spoke of the indemnities at some length. Now, the methods in which these indemnities are to be paid I shall not discuss on the present occasion. The negotiations are not complete, and therefore it would perhaps be wise not to say too much. No doubt some kind of international instrument will have to be created through which this money shall be distributed to the various Powers who are obtaining indemnities from China. I dislike the phrase "international board," because it implies some kind of international control; and as the deputation knows very well, the policy of the Government had to resist anything like the disintegration of China. (Hear, hear.) I can conceive no method which would lead to disintegration more rapidly than anything like international control of a definite kind; so what we hope for is an international instrument such as I have spoken of for the distribution of this money, not in the name of the Powers, but such as I have described it—control, but such as through which this money will reach the various Powers who are entitled to it. The general relations between ourselves and the Powers, as the deputation will gather from what I have said, are at the present moment of an exceedingly friendly kind; and I think that is due to the policy of courtesy and reserve with which we have pursued our rights upon the other Powers. (Hear, hear.) The one thing to avoid in foreign politics, and especially Chinese politics, is international swagger. It leads to nothing, I am quite sure, but friction, and is of course necessarily adverse to commercial interests. We have certain well-defined treaty rights, and those treaty rights we continue to press upon the Powers by firm but courteous representations; and anyone will agree who

has watched the recent items of our relations with Russia, that we have pressed them with no small measure of success. Now there are one or two special matters which perhaps I ought to mention. There was the question of the opening of Ningpo on the West River. As the deputation are probably aware, it was arranged that it should be thrown open shortly before the outbreak of the trouble. That is a matter which has not been at all forgotten; on the contrary, it is one of the things marked out for our early consideration. Then there was the question of the internal reform of China—in one sense that is more the business of the Chinese than ours; therefore it is not a matter which we can insist upon, but it is a thing which we shall keep forward with all the means in our power because we recognise, as you recognise, that that makes for the commercial interests of Great Britain. In the same spirit, we are anxious that the terms imposed upon China shall not be so severe as to injure her prospects, and in fact they will be limited by the necessary payments she must make for the damage she has done, as far as we can inflict upon it and by the necessary punishment of those who have carried out the crimes in China, and the future protection of the Levant and the means of getting there.

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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	SUNDA	Brit. str.	2 m.	E. E. Dowell, R.N.E.	P. & O. S. N. CO.	To-morrow, at Noon.
LONDON	ALCINOUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 23rd inst.
LONDON	SHANGHAI	Brit. str.	2 m.	E. Spicer	P. & O. S. N. CO.	On or about 27th inst.
LONDON	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 6th August.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 20th August.
LONDON	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 31st September.
LIVERPOOL DIRECT	PATROCLES	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th August.
BREMEN, VIA PORTS OF CALL	BAEYER	Ger. str.	2 m.	H. Bleeker Soldier	MELCHERS & CO.	On 25th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	ANNAM	Fr. str.	2 m.		MESSAGERIES MARITIMES	On 26th inst.
HAVRE & HAMBURG	WUERZBURG	Ger. str.	2 m.		JAHMEB-AMERIKA LINIE	On 9th August.
HAVRE & HAMBURG	ACILLA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 2nd September.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	SIBERIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 21st September.
HAVRE & HAMBURG	ANDALUSIA	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 29th inst., at 4 P.M.
NEW YORK VIA PORTS & SUZ CANAL	HUDSON	Amr. str.	2 m.		DODWELL & CO., LIMITED	On 29th inst., at Noon.
NEW YORK	ABARA	Brit. str.	2 m.		SHewan, TOME & CO.	On 26th inst.
NEW YORK	L. SCHEPP	Amr. ship.	2 m.		CARLOWITZ & CO.	Quick despatch.
NEW YORK	I. F. CHAPMAN	Amr. ship.	1 m.		ARNHOLD, KARBERG & CO.	Quick despatch.
MASSAILLES, LONDON & ANTWERP, V. SPOE, &c.	MANUEL LLAGUNO	Jap. str.	2 m.		SHewan, TOME & CO.	On or about 25th Oct.
VANCOUVER, VIA MOJI, &c.	KANAGAWA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 h.		CANADIAN PACIFIC R. CO.	On 14th August, at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	EMPERESS OF CHINA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 7th August.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	GLENOCLE	Brit. str.	2 m.		DODWELL & CO., LIMITED	On 20th inst.
SAN DIEGO, &c., VIA MOJI, &c.	F. J. HORTON	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 29th inst., at 4 P.M.
AUSTRALIAN PORTS	GAEVIC	Amr. str.	2 m.		O. & O. S. S. CO.	On 23rd inst., at Noon.
AUSTRALIAN PORTS	STRATHOYLE	Brit. str.	2 m.		TOYO KISEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	2 m.		BUTTERFIELD & SWINE	On or about 15th Sept.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	2 m.		GIDE, LIVINGSTON & CO.	On 24th inst., at 4 P.M.
KOBE & YOKOHAMA	TSINAN	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	FEANZ FERDINAND	Aus. str.	2 m.		POTTERFIELD & SWINE	On 24th inst.
TIENTSIN	TAMDA MARU	Jap. str.	2 m.		MARTINOLICH	On 23rd inst., at 5 P.M.
SHANGHAI, YOKOHAMA, KOBE & TSINGTAU	KASUGA MARU	Jap. str.	2 m.		J. W. WALE	On 22d August, at Daylight.
SHANGHAI	NANCHANG	Brit. str.	2 m.		H. FRASER	To-day, at Noon.
SHANGHAI & JAPAN	SITHONIA	Brit. str.	2 m.		BUTTERFIELD & SWINE	To-day, at Noon.
SHANGHAI	CHINLIANG	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	To-day, at Noon.
ANPING, VIA SWATOW & AMOY	LOONGMOON	Brit. str.	2 m.		BUTTERFIELD & SWINE	To-morrow, at 3 P.M.
FOOCHOW VIA SWATOW & AMOY	BANCA	Brit. str.	2 m.		SIEGMESSEN & CO.	On or about 20th inst.
TAMSOW, HOIHOW & HAIPHONG	THENTHIN	Brit. str.	2 m.		P. O. S. N. CO.	On or about 20th inst.
ILIOILO & CEBU	MAELDUMNE	Aus. str.	2 m.		MATEOVIĆ	On 23rd inst., at 4 P.M.
MANILA	ANPING MARU	Jap. str.	2 m.		SANDER, WIELER & CO.	On 24th inst.
MANILA	DALIJIN MARU	Jap. str.	2 m.		MITSUI BUSSAN KAISHA	On 31st inst., at Daylight.
MANILA	HAILONG	Brit. str.	2 m.		MITSUI BUSSAN KAISHA	To-day, at 10 A.M.
MANILA	KASHING	Brit. str.	2 m.		DUGLAS, LAPRAIK & CO.	To-day, at 4 P.M.
MANILA	YUENSANG	Brit. str.	2 m.		BUTTERFIELD & SWINE	To-day, at 4 P.M.
MANILA	PERIA	Brit. str.	2 m.		JARDINE, MATHESON & CO.	To 23rd inst., at 5 P.M.
TSINAN	ABRAHAM APGAR	Brit. str.	2 m.		SHewan, TOME & CO.	On 24th inst.
SINGAPORE, PENANG, CALCUTTA	KAGOSHIMA MARU	Jap. str.	2 m.		DAVID SASOON, SONS & CO.	On 26th inst., at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	C. FEED, LAEISE	Ger. str.	1 m.		NIPPON YUSEN KAISHA	To-day, at Noon.
CALCUTTA DIRECT VIA SINGAPORE					HAMBURG-AMERIKA LINIE	

## SHIPPING.

## VESSELS ON THE BERTH

FOR CALCUTTA, DIRECT VIA SINGAPORE.

THE H.A.L. Steamship

C. FERD. LAEISZ,  
Captain Fuchs will be despatched for the above ports TO-DAY, the 11th inst., at Noon.

For Freight and further Particulars apply to HAMBURG-AMERIKA LINIE, Hongkong Office, Queen's Buildings, No. 1, Hongkong, 6th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe will be despatched as above TO-DAY, the 19th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., General Managers, Hongkong, 15th July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, CONTINENTAL AND AMERICAN

PORTS.

THE Steamship

"SUNDA."

Captain E. R. Dowell, R.N.E., carrying His Majesty's Mails, will be despatched from this Office on SATURDAY, the 20th July, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. EITCHIE, Superintendent.

H. A. EITCHIE,

Superintendent.

Hongkong, 8th July, 1901.

VESSELS IN DOCK.

18th July.

KOWLOON DOCKS.—Union, Naishan, Sung-

Kong, Y. Sonton, Sishan.

COSMOPOLITAN DOCK.—Colonies.

SHIPPING REPORTS.

The British steamer Chinkiang, from Iloilo

and Cebu 13th July, had light variable winds

and fine weather throughout, with moderate

westerly swell.

The British steamer Liangshun, from Moji 12th

July, had strong S.S.W. to S.W. wind with

high sea and heavy rains to Turnabout; thence

to port moderate S.W. wind and sea.

VESSELS ON THE BERTH

FOR NEW YORK.

THE 3/3 A II American ship

"L. SCHEPP"

Captain Kendall will be ready to load on the

15th August for the above port, and will be

despatched about the middle of September.

For Freight, apply to CARLOWITZ &amp; CO.

Hongkong, 18th July 1901.

FOR NEW YORK.

THE 3/3 A II American Ship

"MANUEL LLAGUNO"

will load during September and October,

sailing about 25th October.

For Freight, apply to SHEWAN, TOME &amp; CO.

Hongkong, 11th July, 1901.

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## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—0,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPERESS OF CHINA" ... Comdr. R. Archibald, R.N.E. WEDNESDAY, 7th Aug. 1901

"EMPERESS OF INDIA" ... Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 23rd Aug. 1901

"EMPERESS OF JAPAN" ... Comdr. H. Pybus, R.N.E. WEDNESDAY, 25th Sept. 1901

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN of the CANADIAN PACIFIC RAILWAY, which leaves daily, and crosses the Centine of the ATLANTIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. CLOSE connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., General Managers, Hongkong, 15th July, 1901.

THE attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's EXHIBITION), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING-CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

## SPECIAL EXTRA SERVICE.

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL.	"IDOMENEUS"	On 7th August.
GLASGOW and LIVERPOOL.	"ORESTES"	On 13th August.
GLASGOW and LIVERPOOL.	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL.	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL.	"PYRRHUS"	On 4th September.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"DEUVALION"	On 6th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL DIRECT. (Taking Cargo at London Rates)	"PATROCLUS"	On 15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. CO.

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Hongkong, 17th July, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINKIANG"	On 10th July.
TIENSIN	"NANCHANG"	On 22nd July.
ILIOLO and CEBU	"KASHING"	On 24th July.
MANILA	"TSINAN"	On 24th July.
PORT DARWIN, THURSDAY	"TSINAN"	On 24th July.
ISLAND COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY and MELBOURNE		

\* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

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Hongkong, 5th July, 1901.

THE OSAKA SHOSEN KAISHA,  
LIMITED.FOR TAMSUI VIA SWATOW AND  
AMOY.

THE Company's Steamship

"DALJIN MARU,"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 1st inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 15th July, 1901. [17]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE,"

Captain Matejovich, will leave for the above ports on TUESDAY, the 23rd inst., at 5 P.M.

For Freight or Passage, apply to

SANDER, WIELER &amp; CO.,

Agents.

Hongkong, 17th July, 1901. [18]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"FRANZ FERNAND,"

Captain Martinlich, will leave for the above ports on TUESDAY, the 23rd inst., at 5 P.M.

For Freight or Passage, apply to

SANDER, WIELER &amp; CO.,

Agents.

Hongkong, 17th July, 1901. [19]

THE OSAKA SHOSEN KAISHA,  
LIMITED.FOR ANPING (VIA SWATOW AND  
AMOY).

THE Company's Steamship

"MAIDZURE MARU,"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 15th July, 1901. [18]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above ports on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted

for Passengers, and has a Refreshing Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 1st July, 1901. [168]

THE OSAKA SHOSEN KAISHA,  
LIMITED.FOR FOOCHOW VIA SWATOW AND  
AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Amano, will be despatched for the above ports on WEDNESDAY, the 31st July, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 17th July, 1901. [19]

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 5th July, 1901. [5]

NOT RESPONSIBLE FOR DEBTS.

THE Steamship

"ARARA."

Captain Williamson, will be despatched for the above port on or about 10th August, and will be followed by the Steamship

"ATAKA"

on or about 15th September.

For Freight, apply to

SHewan Tomes &amp; CO.

Agents.

Hongkong, 8th July, 1901. [19]

SEA WIRE, American ship, Howes.—Master

## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPEVIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at NOON.
"PERU"	SATURDAY, 31st Aug., at NOON.
"COPTIC"	TUESDAY, 10th Sept., at NOON.
"CITY OF PEKING"	TUESDAY, 24th Sept., at NOON.

THE O. &amp; O. S. S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, or re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original point of embarkation.

Passengers who do not hold round-trip tickets, but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcels will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked in address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,

ACTING AGENT. [3-4]

Hongkong, 15th July, 1901.

TO IMPORTERS FROM THE UNITED STATES.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APAC."

Captain E. Fey, will be despatched for the above ports on FRIDAY, the 26th July, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASQUON, SONS &amp; CO., Agents.

Hongkong, 19th July, 1901. [175]

COMPAIGNIE DES MESSAGEURS MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS,

CALCUTTA, DJIBOUTI, EGYPT, MARMARIS, MEDITERRANEAN

AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,

